

Martell's  
Brandies

are known and asked for  
all over the World.

Sole Agents,  
H. Price & Co.,  
112 Queen's Rd., Central,  
468

# The China Mail.

ESTABLISHED 1845.

D. C. L.  
Old Tom Gin.

The most reliable Gin  
on this market.

Sole Agents,  
H. Price & Co.,  
112 Queen's Rd., Central,  
458

No. 12,857

號三十月六年四零百九千一英

HONGKONG, MONDAY, JUNE 13, 1904

日十三月四年辰甲

PRICE, \$3.00 Per Month

## TO SMOKERS.

### DUTCH CIGARS.

#### HAVANA CIGARS

LA INDUSTRIAS, ..... \$6 per Box of 100  
PREDELECTAS, ..... \$15 per Box of 100.  
Packed in Boxes of 50, \$7.50.  
ANDALUZAS, ..... \$30 per Box of 100.  
Packed in Boxes of 25, \$7.50.

#### MACWEN, FRICKEL & CO.,

3, DUDDELL STREET.  
Hongkong, April 4, 1904. 2547

## Intimations.

### WANTED.

BOARD and RESIDENCE by a Gentleman in Private Family. Quiet and Family. State Terms, to  
"L. M."  
Care of "CHINA MAIL" Office,  
Hongkong, June 11, 1904. 1105

### WANTED.

DAILY GOVERNMENT, to Teach Two Children. Apply by letter to  
"MRS. DENISON,"  
Hongkong, June 4, 1904. 1054

### WANTED.

ROOM, FURNISHED, in a quiet and comfortable house. Apply to  
"A. A."  
Care of "CHINA MAIL" Office,  
Hongkong, June 10, 1904. 1091

### NOTICE.

IN Conformity with Article 111 of the General Regulations of the Chinese Pilotage Service, a Board of Appointment will hold a COMPETITIVE EXAMINATION at the HARBOUR MASTER'S OFFICE, Canton, at 11 a.m., on TUESDAY, 21st June, 1904, to Fill One Vacancy for a PILOT in the Canton Pilotage Service. Only those who have served an Apprenticeship are eligible for appointment.  
J. HOWELL MAY,  
Harbour Master

Custom House,  
Canton, June 11, 1904. 1102

### INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

APPLICATION has been made to the General Managers of this Company to issue to the REGULAR CHINESE BANK of Hongkong Duplicate Certificates for two hundred Shares in the above Company or other Certificates in lieu thereof upon the Statement that the Original Certificates viz.  
Scrip No. 60 ..... 25 Shares in the name of George Hut-  
Nos. 17846/17850 ..... 25 Shares in the name of George Hut-  
Scrip No. 379 ..... 50 Shares in the name of Catechid Paul Chater.  
Nos. 3630/3649 ..... 50 Shares in the name of Catechid Paul Chater.  
Scrip No. 380 ..... 50 Shares in the name of Catechid Paul Chater.  
Nos. 3640/3649 ..... 50 Shares in the name of Catechid Paul Chater.  
Scrip No. 450 ..... 25 Shares in the name of George Hut-  
Nos. 44759/44783 ..... 25 Shares in the name of George Hut-  
Scrip No. 473 ..... 50 Shares in the name of Solomon Sassoon Benjamin.  
Nos. 5451/5475 ..... 50 Shares in the name of Solomon Sassoon Benjamin.  
Nos. 3320/3350 ..... 50 Shares in the name of Solomon Sassoon Benjamin.

200 Shares have been lost or destroyed. Notice is hereby given that if within thirty days from the First June instant no claim or representation in respect of such original Certificates is made to the General Managers they will then proceed to deal with such application for duplicate.  
JARDINE, MATHESON & CO.,  
Dated Hongkong, June 11, 1904. 1097

## THE POPULAR SCOTCH IS BLACK & WHITE



JAMES BUCHANAN & CO.  
SCOTCH WHISKY DISTILLERS  
By Appointment to  
H. M. THE KING  
and  
H. M. THE PRINCE OF WALES

Supplied at all the leading Hotels and Restaurants and to be obtained from LANE, CRAWFORD & CO., "Queen's Road Central."

## Business Notices.

### Duplex Steam Pumps

MANUFACTURED BY

DFANE  
STEAM  
PUMP CO.  
U.S.A.



Pulsometer  
Engineering  
Company,  
England.

NEW PATENTS RECEIVED OF REGULAR SIZES FOR  
BOILER FEED AND GENERAL SERVICE.  
W. S. BAILEY & CO.,  
20, CONNAUGHT ROAD.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

### Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain R. D. Thomas.  
s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.  
s.s. PATSHAN, 2,280 tons, Captain W. A. Valentine.  
s.s. HANKOW, 3,073 tons, Captain B. Branch.  
s.s. KINSHAN, 2,800 tons, Captain J. I. Louisa.  
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 5.30 p.m. and 9 p.m. (Saturday Excepted).  
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m. (Sunday excepted).  
These Steamers carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
Hongkong-Macao Line.  
s.s. HEUNGSHAN, 1,998 tons, Captain H. D. Jones.  
Departures from Hongkong to Macao on weekdays at about 1 p.m. During the Summer Months the time of leaving fluctuates to suit the tide at Macao. For further particulars, see special time table.  
Departures on Sundays at Noon.  
Departures from Macao to Hongkong daily at 7.30 a.m.

### Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

### Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Willis.  
s.s. NANNING, 569 tons, Captain C. Bechart.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.  
Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
18 Bank Buildings, Queen's Road Central, on site the Hongkong Hotel.  
Or of BUTTERFIELD AND SWIRE.  
Agents, CHINA NAVIGATION CO., LTD.

WILLIAM MACLEOD, D.D.S.,  
DENTIST.  
11 & 12, BEACONSFIELD ARCADE.  
Hongkong, September 22, 1903. 1758

DR. NEWELL WILSON,  
DR. WILLIAM DANIEL,  
DENTISTS.  
LATEST AMERICAN METHODS.  
REASONABLE FEE.  
NOTCHARGE FOR EXAMINATIONS.  
Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL  
(First Floor, WATKINS BUILDING).  
Hongkong, February 18, 1904. 2208

HARRY FONG,  
AMERICAN TRAINED DENTIST,  
ELECTRICAL and Latest Improved  
Appliances.  
41, QUEEN'S ROAD CENTRAL,  
Entrance on Lee Yuen Street.  
Hongkong, June 1, 1904. 1090

## All over the world

the wonderful stimulating  
and sustaining properties  
of Bovril are known and  
valued. Some of the  
greatest scientists of the  
age have publicly recom-  
mended the use of Bovril.  
In Great Britain alone  
Bovril is regularly used in  
over 1,400 Hospitals and  
similar institutions. Bovril  
is without a peer.



To be obtained at all Stores, Chemists,  
Bovril, &c., throughout Hongkong, China  
and Japan.

CHEE WING & CO.,  
8 & 28, LEE YUEN STREET (WEST)  
HONGKONG.  
DEALERS IN  
All Sorts of COPPER, BRASS, STEEL  
IRON WARE, &c.  
STEEL ORDERS and TIES,  
CORRUGATED IRON, PIG IRON, &c.,  
Suitable for  
SHIPS, ENGINEERS and HOUSE BUILDERS.  
Hongkong, May 29, 1904. 1227

WE have authorized Mr. DAVID  
LANDALE, and Mr. WILLIAM  
ARTHUR CARRUTHERS CRUIK-  
SHANK to sign our Firm, and to Mr.  
HERBERT IRVING BELL and to Mr.  
CHARLES EDWARD ANTON we have  
given the Signature per Procuration.  
JARDINE, MATHESON & CO.,  
Hongkong, June 10, 1904. 1093

## HONGKONG HIGH-LEVEL TRAM WAYS COMPANY, LIMITED

TIME TABLE  
WEEK DAYS.  
7.50 a.m. to 1.00 a.m. Every 10 minutes.  
8.00 a.m. to 1.30 a.m. Every 15 minutes.  
8.30 a.m. to 1.30 a.m. Every 10 minutes.  
9.30 a.m. to 1.00 a.m. Every 15 minutes.  
1.30 a.m. to 1.45 p.m. Every 15 minutes.  
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THE VIEWS OF IVAN  
IVANOVITCH.

The Moscow correspondent of the London Morning Leader sends to that journal a picturesque description of a talk he had with a Russian reservist. The article reads as follows:—

A note from a friend was brought to me to-day by a "krasnaya shapka," or red-cap, as the commissionaire here is commonly called, from the scarlet headgear of his office. The man was a typical "katzap," or Great Russian, blonde, merry-eyed, and of stalwart stature and physique.

The "krasnaya shapka" is literally 'the man in the street,' and his knowledge or ignorance of the cause for which his country is fighting in Eastern Asia is the knowledge or ignorance of the popular mass of Russians.

"You are not a reservist?" I asked, after slipping the usual tip into his palm.

"Oh, yes, barin (monieur), in the Second Line Reserves. I have already received my 'povodka' (notification) to hold myself in readiness for active service."

"And you are ready and willing to go to Manchuria to fight for the 'Gosudar' (Governor of all Governors)?"

The commissionaire's hands fumbled the red-cap and his eyes were downcast for a hesitating moment, then, looking me very earnestly in the face, he said: "Skazhite mne pobyeditsya, barin (please excuse me) what is this place, Manchuria? And why are our brothers going there to fight?"

"Manchuria," I replied, "is a Chinese province."

"But barin, if Manchuria is a 'Kitaiskiy Guberniia' (Chinese province), why does the Gosudar want it? We have plenty of land, without taking away from the Kitais (Chinese), who, I have been told, are very numerous, and will want all the land they have for themselves?"

"Well, in videt (asest thou), it is this way. Russia has built a railway through Manchuria, and she must not allow it to be injured. And the Japanese say that the Russians are not to remain in Manchuria, and that is why our brothers and the Y. Juntai (Japanese) are going to fight."

"But, barin, people do not steal railways, and if the Y. Juntai say we should not take land from their neighbours, then, barin, it seems to me that the Y. Juntai are more honest than we. If that is the cause for which our brothers are going to fight, I think they were better at home."

"But if you are called upon to go to Manchuria?"

"Well, of course, barin, in that case I must go and take my part, but I shall not go with a cheerful heart. Now, if the Gosudar Imperator would send us to fight the accursed Turk (Turk), we should rejoice."

Suddenly, advancing a step nearer to me, and with slightly lowered voice, he added: "Barin, as you are a Gospodin Agitator (English gentleman), and will not repeat what I say, I may tell you that my cousin, Arseni Mihalovitch, who is a sergeant in the 4th, says that his comrades do not like this war, not me of them; and not only that, but he has heard his Captain and other officers talking among themselves and saying that the Dalmi Vostok (Far East) would be the ruin of Russia."

Then, with the usual "Do vidnoye, barin, izchen blagovremeni" (for reward, Monsieur, and many thanks to you), my red-cap left me, the ruminative expression still on his honest features.

PAINS IN THE STOMACH, like toothache, are not dangerous, but decidedly unpleasant. Persons who are subject to such attacks may be helped by taking a dose or two of Chamberlain's Colic, Cholera and Diarrhoea Remedy. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

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For the HOME.  
For Out-door.  
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**ROYAL FAMILIES.**

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Hongkong April 9, 1904. 685

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CHATER.

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Advertisements and Corrections to Advertisements.

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3 p.m.

G. M. BAIN,  
'CHINA MAIL' Office, May, 1904.

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Empire to keep in close touch with  
the trade of the Motherland. Besides being  
a complete commercial guide to London  
and its Suburbs, the London Directory  
contains lists of:—

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with the Goods they ship and the Colonial  
and Foreign markets they supply;  
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5, WYNDHAM STREET,  
HONGKONG.

## His Britannic Majesty's Ships on the China Station

Name.	Class	Tons.	Guns.	H.P.	Captain.	Last reported as
Alacrity	despatch-boat	1700	—	3000	Comdr. Richard M. Harbord	Shanghai
Albatross	battle-ship, 1st class	12,950	18	13,500	Captain Sydney R. Fremantle	Shanghai
Albatross	ship	1080	6	1400	Comdr. R. Nugent	Yangtze
Amphitrite	cruiser, 1st class	11,000	18	18,000	Capt. Charles Windham, C.V.O.	Nanking
Andromeda	cruiser, 1st class	11,000	18	—	Capt. R. N. Ommann	Wushaiwei
Bramble	gunboat, 1st class	710	6	1800	Lieut. Comdr. O. M. Makins	Yangtze
Britannia	gunboat, 1st class	710	6	1800	Lieut. Comdr. T. D. Pratt	Yangtze
Centurion	cruiser, 1st class	10,100	14	13,000	Captain Fegan	Shanghai
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Hongkong
Cherub	water tank and tug	390	—	300	—	Hongkong
Edith	cruiser, 2nd class	6600	11	9600	Captain Robert H. S. Stokes	Wooching
Esperanza	ship	1070	10	1400	Comdr. Ernest Barton	Chinwan
Fame	torpedo boat destroyer	360	6	5700	—	Shanghai
Fearless	gunboat, 1st class	1800	2	2300	Comdr. P. V. Lewis, D.S.O.	Shanghai
"Glorious"	battle-ship, 1st class	12,950	18	13,500	Captain Hon. Walter G. Stopford	Shanghai
Hardy	torpedo boat destroyer	275	6	4000	Reserve	Hongkong
Hart	torpedo boat destroyer	275	6	4000	—	Hongkong
Humber	store-ship	1640	—	800	Lieut. Comdr. F. M. Riadore	Shanghai
Janus	torpedo boat destroyer	280	6	3900	Lieut. Comdr. A. Gregory	Shanghai
Kinsale	river gunboat	—	—	—	Lt. Comdr. O. P. Metcalfe	Yangtze
Leviathan	cruiser, 1st class	14,100	18	31,822	Captain Francis G. Kirby	Wooching
Moorehead	river gunboat	180	2	2300	Lt. Comdr. F. B. Noble	West River
Ocean	battle-ship, 1st class	12,950	18	13,500	Captain T. G. Grest	Hongkong
Oriskany	torpedo boat destroyer	350	6	6300	Reserve	Hongkong
Phoenix	ship	1016	6	1400	Comdr. John Nicholas	Shanghai
Ramirez	surveying-ship	835	6	650	Comdr. C. E. Moore	Amoy
Rinaldo	ship	980	10	1400	Comdr. D. St. A. Wake	Straits Division
Robin	river gunboat	85	2	240	Lt. Comdr. R. E. Vaughan	Canton
Rosario	ship	880	6	1400	Comdr. T. Jackson	Shanghai
Sandwich	river gunboat	85	2	240	Lt. Comdr. H. T. Atay	Shanghai
Serpent	cruiser, 2nd class	3600	8	9000	Capt. C. H. H. Moore	Shanghai
Sparrowhawk	river gunboat	85	2	240	Lt. Comdr. Davidson	Shanghai
Taku	torpedo boat destroyer	355	6	6300	—	Hongkong
Talbot	torpedo boat destroyer	250	6	6000	—	Hongkong
Tamar	cruiser, 2nd class	6600	11	9600	Captain Lewis Bayly	Singapore
Teal	receiving ship	4650	6	—	Comdr. Dickson	Hongkong
Thetis	river gunboat	85	2	240	Lt. Comdr. R. V. Dugmore	Shanghai
Thetis	river gunboat	3400	6	9000	Capt. J. A. C. Wilkinson	Shanghai
Vengeance	cruiser, 2nd class	3600	8	9000	Lieut. Comdr. R. H. Kaste	Shanghai
Vestal	coast defense gunboat	365	3	200	Capt. Leslie Stuart, C.M.G.	Wooching
Virago	battle-ship, 1st class	12,950	18	13,500	Comdr. S. St. John Farquhar	Straits Division
Waterwitch	ship	980	6	1400	Comdr. Ernest C. Hardy	Hongkong
Whiting	torpedo boat destroyer	360	6	690	In Reserve	Shanghai
Woodcock	river gunboat	150	2	500	Lieut. Comdr. C. W. Wrightson	Upper Yangtze
Woodlark	river gunboat	150	2	500	Lieut. Comdr. Wason	Upper Yangtze

\* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

+ Flag of Rear-Admiral the Hon. A. G. Carson-Howe, C.B., C.M.G.

## Foreign Men-of-war on the China and Japan Station

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported as
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grinzeberger	Shanghai
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirta	Chafoo
Achéron	French armoured gunboat	1798	—	—	Comdr. Laforrière	Saigon
Albatros	French gunboat	500	—	—	Lieut. A. Varney	Saigon
Argus	French gunboat	475	3	450	Lieut. Crozier	Saigon
Avance	French gunboat	580	—	—	Lieut. Journe	Saigon
Bengali	French gunboat	580	—	—	—	Saigon
Bugeaud	French cruiser	3740	29	9000	Capt. Lefevre	Tourane
Casse-tête	French gunboat	580	—	—	—	Saigon
Châteaurenault	French cruiser	8018	18	—	Captain V. Poidone	Hongkong
Comète	French gunboat	625	—	—	Comdr. Louet	Hongkong
Daedalus	French cruiser	680	—	—	Comdr. Guesh	Saigon
D'Assas	French gunboat	4000	31	9500	—	Saigon
Estoc	French gunboat	—	—	—	—	Saigon
Geydon	French cruiser	—	—	—	—	Saigon
Henri Riviere	French gunboat	—	—	—	—	Saigon
Kersaint	French gunboat	1250	8	2200	Comdr. Le Golliez	Chinwan
Montcalm	French cruiser	9700	12	19,600	Captain Goss	Saigon
Olype	French gunboat	4015	27	8500	Capt. Houet	Shanghai
Pascal	French cruiser	9437	8	6071	Comdr. Bonnes	Hongkong
Redoutable	French cruiser	1798	10	—	Capt. Vincent	Saigon
Styx	French cruiser	623	2	960	—	Hongkong
Surprise	French gunboat	—	—	—	—	Saigon
Takou	French gunboat	—	—	—	—	Yangtze
Takou	French gunboat	—	—	—	—	Saigon
Vauban	French gunboat	—	—	—	—	Saigon
Vigilante	French gunboat	—	—	—	—	Saigon
Bussard	German cruiser	1857	15	2900	Comdr. Haas	Saigon
Furst Bismarck	German flag-ship	11,000	36	14,000	Captain Prowe	Tsingtau
German	German cruiser	1776	15	2800	Comdr. von Studnitz	Tsingtau
Hansa	German cruiser	6230	34	10,000	Capt. Schroeder	Tsingtau
Hertha	German cruiser	6500	37	10,000	Capt. Baron Schimmelpenninck	Tsingtau
Idis	German gunboat	1000	10	1350	Comdr. Baron von M. Hüllessem	Tsingtau
Jaguar	German gunboat	900	10	1300	Comdr. Wilmschlag	Tsingtau
Lucas	German gunboat	950	10	1344	Comdr. Krenke	Tsingtau
Möwe	German gunboat	1008	8	875	Comdr. von Grambow	New Guinea
Secunder	German gunboat	1640	15	2800	Comdr. Porcius	Tsingtau
Thetis	German gunboat	2080	24	8000	Captain Voit	Tsingtau
Tiger	German gunboat	800	10	1300	Comdr. Deimling	Hongkong
Vorwaerts	German gunboat	—	2	500	Lieut. Scharf	Yangtze-River
Elba	Italian cruiser	2300	10	7471	Captain Borda	Chinwan
Marco Polo	Italian cruiser	3800	—	—	Captain Presbitero	Amoy
Vettor Pisani	Italian cruiser	6500	18	13,000	Capt. Ohi	Amoy
Adamastor	Portuguese cruiser	1930	14	4000	Captain d'Antas Ribeiro	Macao
Dia	Portuguese gunboat	720	—	—	Captain Diogo de Sa	Macao
Vasco de Gama	Portuguese cruiser	3030	—	—	Capt. Manuel Vasco de Carvalho	Shanghai
Albatros	Russian gunboat	810	6	730	Comdr. Guinier	Vladivostok
Amur	Russian cruiser	2800	6	4700	Comdr. Gramatchikoff	Port Arthur
Askold	Russian cruiser	6000	27	—	Capt. Reizenschein	Port Arthur
Bayan	Russian cruiser	7800	10	16,500	—	Port Arthur
Bogaty	Russian gunboat	3200	6	—	—	Sunk
Diana	Russian gunboat	1050	8	1150	Comdr. Erjokovitch	Port Arthur
Dijibit	Russian gunboat	6640	12	—	—	Port Arthur
Gaidamak	Russian gunboat	4751	6	1700	Capt. Nasanovsky	Port Arthur
Gromobol	Russian gunboat	500	9	3500	Comdr. Yonif	Port Arthur
Gullik	Russian gunboat	1490	6	2000	Comdr. Zagorazsky	Port Arthur
Korost	Russian gunboat	12,384	44	14,500	Captain Jenson	Vladivostok
Mondjour	Russian gunboat	1000	6	1000	Comdr. Shumoff	Sunk
Navarin	Russian gunboat	1213	7	1500	Comdr. Novakowsky	Shanghai
Novik	Russian gunboat	1224	7	1400	Comdr. Crown	Port Arthur
Ovrajny	Russian gunboat	10,206	12	9000	—	Port Arthur
Pallada	Russian gunboat	3006	8	17,000	—	Port Arthur
Peresviet	Russian gunboat	1490	6	2000	Comdr. Vasiloff	Port Arthur
Petrovavlovsk	Russian gunboat	6731	13	—	—	Ashore (1)
Polara	Russian gunboat	12,674	15	14,500	Captain Koroleff	Sunk
Rasbonyak	Russian gunboat	10,960	16	10,800	Captain Jakovloff	Port Arthur
Retvizan	Russian gunboat	12,674	15	14,500	Capt. Zetarski	Port Arthur
Rosia	Russian gunboat	10,960	16	10,800	Captain Oseroff	Port Arthur
Rurik	Russian gunboat	1354	10	1796	Comdr. Litvin	Port Arthur
Savastopol	Russian gunboat	12,902	16	17,000	Captain Spelkrempf	Vladivostok
Silach	Russian gunboat	12,902	16	17,000	Capt. Matsevich	Vladivostok
Sivoch	Russian gunboat	10,960	16	10,800	Captain Serebrennikoff	Port Arthur
Tsaryovitch	Russian gunboat	950	2	1125	Lieut. Comdr. Ivanoff	Port Arthur
Varyag	Russian gunboat	1050	8	1120	Comdr. Gliner	Newchwang
Vladikavkaz	Russian gunboat	12,900	36	16,300	Capt. Bahr	Ashore (1)
Zabiyaka	Russian gunboat	6510	27	20,000	Comdr. Zagorazsky-Kiseel	



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**VERY OLD LIQUEUR**  
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A Good 3rd  
**'CLUB'** \$15.00

A Whisky that is perfect with 'TAN-  
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**SOLE AGENTS:**  
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**MEMOS. FOR TO-MORROW.**

**Amusements.**  
8 p.m.—Performance at City Hall.

**Miscellaneous.**  
7.45 a.m.—Military Gun Practice.  
Goods per *Alena* undelivered after this date subject to rent.  
Goods per *Neplite* undelivered after this date subject to rent.

**General Memoranda.**  
WEDNESDAY, June 15:—  
11 a.m.—Meeting of A. S. Watson & Co., Ltd., at the Company's Office.  
9.45 p.m.—Auction of Household Furniture, at No. 12, Morrison Hill Road.

THURSDAY, June 16:—  
Goods per *Sardinia* not cleared 4 p.m. on this date subject to rent.  
Goods per *Beatty* undelivered after this date subject to rent.

FRIDAY, June 17:—  
9.30 p.m.—Auction of Postage Stamps, at Messrs Hughes and Hough's Sales Rooms.

SUNDAY, June 19:—  
Goods per *Nankin* not cleared 4 p.m. on this date subject to rent.

**THE EFFICACY of Chamberlain's Pain-  
Balm in the relief of rheumatism is**  
being demonstrated daily. It troubled  
with this painful disease procure a bottle  
at once. One application relieves the pain  
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**A. S. WATSON & CO.,  
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IS NOW BEING CARRIED ON

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**Buildings,**

**Des Vœux Road.**

The HOURS of BUSINESS of the  
HONGKONG DISPENSARY in its New  
Premises are as follows:—

WEEK DAYS 8.30 A.M. to 6 P.M.  
SATURDAYS 8.30 A.M. to 2 P.M.  
SUNDAYS 10 A.M. to 1 P.M.

An Assistant will be on duty at all times  
to Dispense prescriptions.

**A. S. WATSON & Co., Limited,**  
May 31, 1904.

**BIRTHS.**  
At No. 9, Whiteley Road, Gipsy Hill, London, S.E., on May 10th, the wife of **WILLIAM O. BARLOW** (formerly of Queen's College, Hongkong), of a Daughter.

On June 4, at 42, Whangpoo Road, Shanghai, the wife of **E. von HINSON**, Austro-Hungarian Consul-General, of a Son.

**MARRIAGES.**  
On Thursday, on June 2, at the Holy Trinity Cathedral, Shanghai, by the Rev. A. J. Walker, M.A., **BERNARD PERCY**, eldest surviving son of Edward Sheldon, Esq., of Kersal, Manchester, to **MARIE LOUISE**, daughter of the late Richard Cooper, of London.

On June 4, at the Holy Trinity Cathedral, Shanghai, by the Rev. A. J. Walker, M.A., **Capt. WILLIAM EDWARD GLADSTONE CLAYTON**, second son of Richard Clayton, of Whitby, and Liverpool, to **NORAH**, eldest daughter of John Blechyn, of Shanghai.

On June 4, at H.B.M.'s Consulate-General, **WILLIAM**, eldest son of the late Samuel Young, I.M. Customs Service, to **MARY**, eldest daughter of C. H. Kragh, late of Nagasaki.

**DEATHS.**  
On June 10, at No. 4, Woosung Road, Shanghai, **ALICE**, eldest daughter of John and Johanna Eitter, aged 21 years.

The publication of this issue commenced at 6.00 p.m.

**The China Mail.**  
HONGKONG, MONDAY, JUNE 13, 1904.

Not so very long ago a letter appeared in the columns of the *China Mail* from a young man resident in the Colony, deploring the absence here of healthy institutions providing recreative and intellectual enjoyment, and pointing out that if a young man desired to participate in any pleasures he was compelled to seek places which were not above reproach from a moral standpoint. With the opening of such an institution as the Young Men's Christian Association there need, in future, be no cause for complaint on that score. The righteous man, and the man who feels that he ought to be righteous, and would be so did not the conditions of his environment conspire to make him otherwise, will alike find within the walls of the rooms of the Association that comfort and those sources of intellectual, social, and physical enjoyment which he has hitherto sought for so long in vain.

The object of the society is, as the general secretary, the Rev. Mr. Southam, put it, to bring about 'the all round development of men.' The task in that respect—if it is to be strictly adhered to—is one of somewhat Herculean dimensions. Man is, when all is said and done, a queer creature, and his parts are such that in the majority of cases they do not harmonise. To bring them all into accord is a difficult as well as a delicate undertaking, and in tendering one there is ever present the danger that another will deem itself abused and act to the detriment of the whole man and the financial loss of the Association attempting the experiment. Mr. Gershom Stewart, in his excellent worded speech, sounded a note of warning in that respect, and placed his finger right on the factor that is likely to work harm to the prospects of the institution when he said: 'Don't try and force religion down people's throats. Good and noble as Christian ideals are they do not appeal to all men alike, and with the majority the word "Christian" has an effect equal to that produced by an unexpected shock. Why such should be the case is difficult of understanding, but it is, and in the role of 'the man in the street.' Mr. Stewart made it pretty plain. That the display of the word would have a tendency to drive young men away instead of attracting them was apparently even feared by the founders of the Association. Such was made evident by His Excellency, Mr. May, who stated that it was proposed to omit the word. He, of course, objected, and rightly so. It is, not wise to endeavour to get members into any institution, having an avowed object, under false pretences, but at the same time we believe we are right in saying that those who suggested that reference to Christianity should be omitted did not do so because they felt that people were ashamed of it or did not respect it, as Mr. May evidently concluded. Because a man does not profess Christianity, that is not to say he has no respect for those who do, or that he is ashamed of the term. Generally, he does not profess Christianity for the simple reason that his life is cast in grooves not in accordance with those laid down by the Church. He objects to hypocrisy, and, like Mr. Stewart, he feels that he should not join an institution where Christianity

is supposed to predominate, for the simple reason that 'he is not good enough.' That is undoubtedly the reason why men who have no leanings towards the Church never have anything to do with institutions of a religious character. The haunting of religion frightens them off, and therefore the individual never has a chance of testing himself on the question, and the Church loses a probable convert. If men could be led to Christianity gently—as one would lead a horse to a dangerous-looking water-jump—there would be more Church-going men in the world to-day than there are. A man would soon become used to it; he would find that there was nothing in it to be scared about, and everybody would gain by his becoming a better man. It was realisation of this weakness on man's part that no doubt prompted the suggestion that the word 'Christian' should be dropped, and no other. However, everyone has the assurance now that there is to be no forcing of religion down one's throat, and whilst that is acted up to the institution should flourish, and deserve to flourish. It is an excellent conception, and deserves the sympathy and support of every true-hearted citizen in the Colony.

#### EDITORIAL COMMENT.

Organised labour, as CHINESE ON THE represented by trades PACIFIC MAIL, unions and such like combinations, has a decided set against the competition of the Chinaman, and in all parts of the world presents a united front against his encroachments. In some respects the labour men are right. We believe in Chinese labour being utilised only in places where white men cannot work, or where it would be absolutely ruinous to employ them, and, therefore, we have considerable sympathy with the appeal which American representatives recently made to President Roosevelt. The central arguments which they brought to the attention of the President were these:—That, under an unbroken line of decisions of the courts, an American ship is to be considered as a floating section of American territory; and, that no Chinese has the right to follow the calling of a seaman on board of an American ship who is without the right to take up his residence on American soil, or follow the calling of a seaman in our coastwise, lake, or river trade. Though the President, at the interview, did not commit himself to any line of definite policy, he promised to carefully consider the question, and, it seems to us, that if he does look at the matter from the points of view of an American citizen, he must pronounce against the employment of the Chinaman as a seaman on American ships or in American territory. To preserve a love for the sea amongst the rising generations should be the first care of the rulers of any country. The influx of aliens and foreigners into the British mercantile marine, is, as stated to drive out the salaried type of shellback of olden days, and it is not risking much to go so far as to say that on few ships flying the British flag to-day are there to be found full British crews. This gradual drifting from the sea of British boys has been viewed in Great Britain with alarm for many years, and fears have been expressed on many occasions as to what the end will be. The American sailor is finding himself being ousted by the 'wallee' just as the Britisher is being pushed out by the Italian, the Swede, and the Spaniard, and the chances are that if he does not persist long and strongly enough he will have to turn his back on the ships that go down to sea and put his hands to one of the entirely different callings of a land labourer. President Roosevelt is asked to enforce the Chinese exclusion law in its application to American ships and prevent the continuance of the system by which American steamship companies on the Pacific ocean employ coolies on deck and in the stokeholes, and it will be interesting to see what his answer will be.

**A Fatal Accident.**  
An accident occurred at the Dry Dock yesterday morning, resulting in the death of a sailor named Peters, belonging to the U. S. S. *Wilkes*. The injured man was admitted to the Peak Hospital yesterday, and about 3 o'clock in the afternoon succumbed to his injuries. The immediate cause of death was cerebral compression.

**STEARNS' WINE**, relieves the distressing cough of influenza, and bronchitis. It invigorates and increases resistance to the invasions of disease.

#### LOCAL AND GENERAL.

**Notes by the Way.**  
Two carrier pigeons bearing messages have been captured at Chelon.

It is hinted that fifty cases of contraband goods were recently shipped from Shanghai to Newchwang, packed as champagne.

Mr Chang, the Manager of Taiho and Co. at Dalny, has been captured by land-its, and put upon a junk, where he is held for a ransom of 20,000 roubles.

H. M. Commissioner at Weihaiwei held an enquiry there on the 31st ult. into the loss by drowning of Mr E. J. Soper, and decided that there were no suspicious circumstances.

There were 215 European and 97 Chinese visitors to the City Hall Library, and 127 European and 1,801 Chinese visitors to the Museum during the week ending June 12.

**Up the Wuchow River.**  
Our Wuchow correspondent writes under date of June 9, as follows:—This morning H. M. S. *Moorken* left Wuchow for a trip up the river to Nanning. Our Consul, Mr Fox, was on board.

**The Case of Mr Cowan.**  
The effect of the lengthy and well-reasoned judgment of Sir Hiram S. Wilkinson, C. J., is that the order for the deportation of Mr John Cowan, Editor of the *China Times*, Tientsin, is reversed, not because it was not perfectly justified when it was made, but because Mr Cowan has since given the required assurance with regard to his future conduct.

**Stowaways on the Heathburn.**  
At the Magistrate's court this morning, before Mr Kemp, nine Japanese, one man and eight women, were charged with having stowed away on board the steamer *Heathburn* on her voyage from Moji to this Port. The male defendant was fined \$250 with the alternative of three months' gaol, and the female defendants \$25 each, while the ship's steward, a Chinaman, was fined \$50 on a charge of aiding and abetting the stowaways.

**Bowling Finals.**  
There was a large attendance of visitors at the Kowloon Bowling Green on Saturday when the finals of the A. and B. competitions were played. Mr J. Galt was left in both competitions and his opponent in the first game was Mr J. Ramsay, by whom he was defeated with the score at 21-6. In the B. final he met Mr J. Kyles whom he defeated by 21-11. The prize for each event was a pair of silver-mounted bowls, presented by Mr J. Neish, chief engineer of the *Empress of China*.

**Dr J. C. Thomson.**  
We are glad to note that John Christopher Thomson, M.D., who has done so much in Hongkong in the Mosquito-malarial investigations here, having passed the requisite examinations of the Conjoint Board of Glasgow and Edinburgh, has been given the Diploma of Public Health. This Conjoint Board includes the Royal Colleges of Physicians and Surgeons in Edinburgh, and the Faculty of Physicians and Surgeons of Glasgow. We believe Dr Thomson returns in a few months' time to his duties in the Hongkong Medical Department.

**A Trip to Macao.**  
An excursion was made to Macao yesterday by the small steamer *Zandoun* in command of Captain Meritt. The outing proved most successful, a large number of passengers taking advantage of the opportunity to have a refreshing sea trip and at the same time visit this city. A start was made from Hongkong at 9.30 a.m. and Macao was reached shortly after one o'clock. After spending nearly seven hours ashore the return trip was commenced and the steamer tied up to the wharf at Hongkong at about half-past eleven. On the return journey a shower of rain was encountered but caused very little inconvenience.

**Fanny Stanley Company.**  
On Saturday night the Fanny Stanley Comic Opera and Dramatic Company produced *Rast Lynne* at the Theatre Royal. In most respects the piece was a failure. Miss Stanley showed herself to be the most accomplished performer in the Company, but she got no support from any of those grouped with her in the most important scenes. As Archibald Currie Mr Phillips was quite out of place. He should never have been cast for such an important part. Mr Paschey in the role would have made twice as much of it, and it passed understanding why he was not selected. Miss Gillies, as Barbara Hare, was good in parts, and Mr Driscoll, as the Policeman, was up to his usual form. The villain was in the hands of Mr H. Neville, but he did not rise to the occasion. To-night the company produced 'La Mesquitee.'

**CHOLERA INFANTUM.**—This has long been regarded as one of the most dangerous and fatal diseases to which infants are subject. It can be cured, however, when properly treated. All that is necessary is to give Chamberlain's Colic, Cholera and Diarrhoea Remedy, and cut off all access of food, and a cure is certain. Since this remedy has come into general use, there are very few deaths from cholera infantum, and none whatever when it is given. For Sale by ALL Dealers; WATKINS & Co., Ltd., General Agents.

#### THE RUSSO-JAPANESE WAR.

**AFTER THE NANSHAN FIGHT.**

**Japanese Bury Dead Russians.**  
[JAPANESE OFFICIAL DESPATCH.]

TOKYO, 12th June, 12.25 p.m.  
General Oku reports that Russian corpses have been found in the vicinity of Nanshan and carefully buried by the Japanese Military Administration Commission and gendarmes.

[N.C. DAILY NEWS SERVICE.]

**ANOTHER RECONNAISSANCE.**

TOKYO, June 8.  
Four gun-vessels made a reconnaissance in force at Port Arthur at midnight of the 6th and 7th inst., under a furious fire from the enemy. The fourth gunboat received eight projectiles and one bluejacket was killed and two slightly injured.

**RUSSIA'S NEW MILITARY PROGRAMME.**

TOKYO, June 4.  
The report that General Kuropatkin is ready to assume the offensive is believed at Tokyo to be well-founded. This will undoubtedly advance the military situation, both sides having been in undefended positions.

It is that Russia originally hoped to hold Nanshan (Kincho) for six months, and Port Arthur for two years, but the splendid Japanese victory at Nanshan seems to have entirely changed the Russian scheme; and viewed from this standpoint, it may be said to have been cheaply bought with 4,204 casualties.

**THE RUSSIANS IN NORTHEAST COREA.**

Press advices agree that the Russians are nearing Gensan. The Japanese encountered twenty Russian scouts several miles north of Gensan. The Russians lost five dead.

**THE REPORTED RUSSIAN VICTORY.**

The Japanese on the 30th instant cleared the Russians from three places midway between Pulantian and Kaiping, pressing the enemy to the northward.

**WHERE THE BLOCKADE FAILS.**

TOKYO, June 5.  
It is reported that the French have installed wireless telegraphy at Chinwangtao, and that a similar arrangement has been newly effected at Electric Hill, Port Arthur.

**ATTEMPTED RELIEF OF PORT ARTHUR.**

It is now estimated that the Russian force which was coming down in the Kaiping direction comprised three divisions.

**RECONNOITRING SANHANTAO.**

A landing-party from the Japanese cruiser *Matsumoto* effected a reconnaissance of South Sanbantao on the 4th instant.

**NO REST FOR PORT ARTHUR.**

A fourth reconnaissance in force of Port Arthur was made by eight small torpedo-boats from Tuesday night to Wednesday morning. Two men on the torpedo-boats were killed.

**WELL-DESERVED PROMOTIONS.**

TOKYO, June 6.  
Promotions have been granted to-day to the chief executive officers. Lieutenant-Generals Baron Kodama, Nogi, Hasegawa, Nishi, and Ogasawara have been promoted to Generals, and Vice-Admirals Togo and Yamamoto Admirals.

**CLEARING OUT TALIEN-WAN BAY.**

TOKYO, June 7.  
The Japanese clearing detachment had exploded forty one mechanical mines in Talienwan Bay up to Monday afternoon, when a practicable waterway was found, with the assistance of a Russian pilot. The work of clearing has been continuing since without damage or casualties.

[MANILA CABLENEWS SERVICE.]

**THE ATTACK ON PORT ARTHUR.**

**Bombardment by Japanese.**

CHERPOV, June 8.  
Heavy firing continues between Port Arthur and Dalny. The Japanese detachment reported to have occupied Pingtu, about midway between Port Arthur and Dalny, has been repulsed. The fighting ranges chiefly round the Putushan hill, about four miles north-west of Pingtu, in the defence of which the Russians are fighting stubbornly. It is regarded as the key to the position, between Port Arthur and Dalny.

**A Russian Report.**

LONDON, June 8.  
A report from St. Petersburg states that advice received from General Stessel at Port Arthur intimates that there is an abundant supply of provisions on hand and that the siege can be withstood indefinitely. General Stessel is very optimistic as to the ability of the garrison to hold out. He speaks highly of the spirit of the men.

Admiral Skrydloff, in response to enquiry from the foreign office, also speaks assuredly of the conditions at Vladivostok and says the garrison is well provisioned for a long siege. The men are in good health and spirits.

**A Sally by Russian Fleet.**

SAN FRANCISCO, June 8.  
The Japanese land and sea forces made a combined attack on Port Arthur last Tuesday.

On the land side the Japanese shelled the Russian position for several hours, the Russians replying with spirit. The Russians are reported to be making a determined stand at Shishiwang.

#### A CHINAMAN CHARGED WITH MANSLAUGHTER.

A Chinaman named Lai Lai Kwan was charged at the Magistrate's court this morning with having committed manslaughter at Hongkong on May 31.

Evidence was given showing that the accused was employed as a paint scraper on board the steamer *A-40* on the date of the offence. In the morning he and thirty-one others were taken off to the ship, and at 4 p.m. the same boat conveyed the accused and thirteen others back to the shore. When they came near the landing steps it was found that two dust boats occupied them. The dust boat people refused to move, and the paint scrapers consequently stepped on to their boats to go ashore. The dust boat people objected to this and some one called out 'strike.' During the struggle which ensued the man in charge of the dust boat received a blow on the head from some one. He walked on shore and then fell down and became unconscious, and a Chinese policeman had him conveyed to the Government Hospital in a litter. He stayed in the institution until the 4th instant, when his death occurred. The police had meanwhile effected the arrest of one of the paint scrapers but the others could not be found.

At this stage the hearing of the case was adjourned in order to obtain further evidence.

#### ARMED ROBBERS.

**Four Men Arrested.**

Two cases of robbers entering houses in the Colony were reported to the police yesterday. In the first instance some men broke into a house at Sai Kung, and after terrorising the occupants by a display of arms made off with \$33 with clothes.

In the second case, which occurred last night, the thieves were not quite so successful. This robbery took place at Changchawan. About midnight the occupants of a house in that village were disturbed by hearing an old Chinaman calling out 'chief and robbery,' and his son, on going to his assist, was confronted by a robber armed with a revolver. He however, rushed at the intruder and caught him by the arm and had succeeded in throwing him on the floor when three other thieves, who were armed with a sword, entered the house and came to their companion's assistance. Two of them held the young man down while the other two went through the house and after securing clothes and other articles to the value of \$50, and six dollars in money, ran away.

The police were at once communicated with and effected four arrests. These men were brought before Mr H. H. J. Gompertz at the Magistrate's court and remanded until to-morrow afternoon.

#### A CAMERA CLUB FOR HONGKONG.

**A Scheme Afoot.**

An effort is being made in Hongkong to form a Camera Club. Messrs H. W. Morrell (hon. sec.), A. Denison, C. Montague Ede, Arthur H. Ugh, W. H. Wickham, C. D. Wilkinson, and A. Woodgate, are working up the scheme, and at an early date meeting will be called to inaugurate a Society on the following lines as set forth in a prospectus now being issued:—

Club premises, in a central position, comprising properly fitted and sanitary dark rooms are badly needed by resident and visiting amateurs. The rent of such would be about \$40 per month and the necessary alterations, fitting three dark rooms, one plate-changing room, and a waiting room, putting in electric light, water and fans, fitting out each dark room with shelves, benches and a lead sink, would require a capital expenditure of \$2,500 which it is proposed to raise in 50 shares of \$50 each. Holders of these shares to be by life members without paying any subscription. A steward to be engaged, guaranteed by responsible people, at about \$20 per month, to live on the premises. All dishes and chemicals to be under his charge, each Member using them as necessary and returning them to the steward when finished with. No clothes or chemicals would be kept in the dark rooms. In the waiting room lockers would be created for the convenience of Members keeping their own solutions, plates, &c. A hundred Members at a monthly subscription of \$1 will cover working expenses, but in order to make the Club successful, an entrance fee of \$5 should be paid by all Members joining up to 100, after that the entrance fee to be raised to \$10 or more.

All Adventurers and Members using the Club dark rooms, to pay 2 cents per hour (minimum charge 20 cents) for use of same. A further charge will be made for chemicals at a tariff based on cost prices. The changing room may be used without payment for 15 minutes, if this time be exceeded the charge will be 20 cents. Visitors (non-resident) may be introduced by any Member and will pay a minimum of 50 cents per hour for dark room and 20 cents for use of changing room. If a Visitor uses the Club more than five days in one month he will be charged a month's subscription of \$1. Members introducing visitors to be responsible for payment of their share.

All clubs to be paid monthly. At first the Club would be for work only, but if successful a reading room and library, of purely photographic literature, could be added and an annual exhibition of prints held and prizes awarded.

A Committee of three residents besides Secretary will be appointed.

Toochow and Shanghai, each can boast of a Camera Club. We wish the kindred institution in Hongkong every success.

#### PLAGUE RETURNS.

The weekly return compiled by the Medical Officers of Health shows that for the week ending June 11, 47 cases of bubonic plague were reported to have occurred in the Colony, of which all but one proved fatal. The whole of the people attacked were Chinese and two cases were imported from Canton. The total number of cases of plague this year up to June 11 were 249, of which 242 were fatal. For the 48 hours ending noon to-day 19 cases were reported, 14 being fatal.

#### FOR THE COUGH OF INFLUENZA.

Stearns' Wine is the reliable prompt remedy for influenza and hoarseness and all the ailments of the throat.



## BY TELEGRAPH.

[CHINA MAIL'S EXCLUSIVE SERVICE.]

SUPPLIED BY TELETYPE, VIA HONGKONG.

Received June 17, 4.39 p.m.

## SENSATION IN CANADA.

## LORD DUNDONALD PUBLICLY DENOUNCES A MINISTER.

## A Charge of Political Interference.

LONDON, June 11.

Major-General the Earl of Dundonald, Commanding the Militia of Canada, has created a great sensation in the Dominion by making a charge in public against the Minister for Agriculture.

The Earl of Dundonald declared, whilst speaking at a semi-political function, that the Hon. Sydney Arthur Fisher, Minister for Agriculture, had, for purely political reasons, struck out from a list of military promotions, the name of a Militia Officer whom he, the Commander in Chief, had promoted.

[The Earl of Dundonald has been in command of the Canadian Militia since 1902. He was born on October 29, 1862, and entered the 2nd Life Guards in 1879. He served in the Nile Expedition in 1884-85, and in Stewart's desert march to the relief of Khartoum. During that time he was present at the battles of Abu Kua and Gubat and commanded the transport on the march to Metemmel. He also acted as guide to the two night convoys with wounded from the front, and volunteered to ride with dispatches across the desert from the front, announcing the seizure of Gakdell Wells, and again announcing the death of General Gordon and the fall of Khartoum. He was then promoted to be Lieut Colonel. In 1890-91 he commanded the 2nd Life Guards as Colonel, and when the South African War broke out went again on active service being in several engagements, leading up to the relief of Ladysmith, when he entered the beleaguered city on Feb. 28, 1900, at the head of the Natal forces. Subsequently he commanded forces in operations at Abertop, Sek, Botha's Pass, Bergendal, and in the Eastern Transvaal. In 1901 he was promoted Major-General.]

## THE TEA TRADE.

## REDUCTION OF DUTY WANTED.

Mr. Austen Chamberlain, Uncommittal.

LONDON, June 11.

Replying to a deputation representing the tea trade Mr. Austen Chamberlain, Chancellor of the Exchequer, said that he was unable to give any pledge, with reference to the early reduction of the tea duty.

## THE WAR.

## Japanese Advancing in Force.

LONDON, June 10.

Reuter's correspondent at Mukden confirms that General Kuroki has begun a forward movement in force; and the Russians officially admit that they are falling back before a superior force.

## CONTRABAND OF WAR.

Great Britain has protested against the Russian declaration that rice and food stuffs are contraband of war.

## AID FOR THE RUSSIANS.

The English Red Cross Society has sent £2,000 for the Russian sick and wounded.

## ARMENIA.

Both Great Britain and France have made strong representations to the Porte against the recent "dragonnades" of Armenians in the district of Sassun.

## THE CONGO FREE STATE.

Speaking on the Foreign Office vote, Sir Charles Dilke, in the House of Commons, lengthily impeached the administration of the Congo Free State, and several members demanded that an international conference should be summoned. Earl Percy said that while Italy, the United States and Turkey stood they were earnestly considering our representations, the other Powers were not prepared to act.

## THE TIBET EXPEDITION.

LONDON, June 11.

The Tibetans have made night attacks on the Sikh and Gurkha outposts at Gyantse, and were repulsed. Nearly all the reinforcements have reached Chumbi.

**DANGEROUS DISEASE.**—Every one knows that cholera, typhoid, and other most painful and dangerous diseases are quick to humanity. The fact that it is so swift and so often fatal in its results makes it more to be feared than almost any other malady. It often terminates in death before a physician can be summoned or medicine procured. Attacks of cholera morbus come unexpectedly and unless family should be prepared. Chamberlain's Colic, Cholera and Diarrhoea Remedy is a reliable and effective medicine, and if given in time will prevent serious consequences. This remedy never fails and is pleasant to take. Every household should have a bottle at hand. Get it today. It may save a life. For Sale by All Dealers; WATKINS & Co., Ltd., General Agents.

## THE FATSHAN FATALITY.

## A SENSATIONAL DEVELOPMENT.

## The Wanted Man Files from Canton.

(From Our Own Correspondent).

CANTON, June 11.

The shooting affray at Fatshan, whereby a Chinese lad lost his life at the hands of an employe on the Canton-Hankow railway, illustrates the danger of using firearms without due care.

The accident, for the details of the occurrence all point to it being an accident, was the outcome of a series of alterations between a Portuguese woman residing at Fatshan and the Chinese of the district.

An American, named Aldrich, was the proprietor of a restaurant at Fatshan, and a Portuguese woman, who spoke Chinese fluently, lived with him. The windows of the restaurant opened out to a pathway, in front of which was a pond of water. As is natural the Chinese of the district evince a pardonable curiosity into the ways of the Westerners, and gather about the windows to watch the foreigners dine, much after the same style as Western children gather round the wild animals in a Zoological Garden at home to see the lions, tigers, etc., fed. So long as the Chinese contented themselves with gazing all went well, but when they began to bandy opprobrious epithets about the Portuguese woman remonstrated with them. Her remarks only brought forth more opprobrious answers and words were waged between them incessantly. The Chinese, naturally having a better command of their tongue, were enabled to worst the woman in these exchanges of compliments, so that, becoming exasperated, she resorted to a woman's warfare and doused them with water. This caused the Chinese to scatter for the time being, but they returned periodically to the attack, only to be driven away again. They were not, however, content to fight a losing battle, nor to deal in phrases only against water, consequently they came about for better implements, and assailed the house with mud, sticks and stones. This went on for some considerable time, varying in intensity, according to the nature and temperament of the crowd. A Chinese theatrical company having announced the opening of a theatre in Fatshan, the Chinese from the lying district began to roll in, anticipating the prospect of a theatrical performance.

As they reached Fatshan the fame of the 'foreign eating-house' was spread to them, and hordes congregated in front of the building. Just about this time William A. Freeman and two other railway employes arrived for dinner. They took a table near one of the windows and proceeded to eat the repast provided. As soon as they commenced their meal loud guffaws and insulting remarks were heard on the outside. No notice was taken of that and the natives, noting the fact that the foreigners refrained from replying to them, grew bolder. Clods of mud were thrown at the windows, and, finally, a stone was hurled through the glass, landing on the table at which Freeman and his two friends were seated. Freeman jumped to his feet, rushed to the window and drew his revolver. He did not aim at the retreating Chinaman, but fired in the pond. He saw the bullet strike the water, and then he returned to the table, remarking that he hoped that would scare them.

Hardly was he seated, however, than a tremendous uproar was heard. All three turned to the window and saw an elderly Chinaman bending over a boy who lay on the ground, about 400 feet away, and on the opposite side of the pond. The boy was dead. The bullet from the revolver had struck the water in the pond, glanced off and pierced the lad in the throat killing him almost instantaneously. The crowd surged round the fallen boy and then turned to attack the house. Beyond a fusillade of stones on the roof and sides nothing was done, and Freeman and his friends returned to the railway.

The United States Deputy Marshal proceeded to the scene, and tried to pacify the excited natives. The father of the dead lad was open to accepting compensation, and after a deal of haggling on his part he agreed to accept \$450 in full settlement of the matter.

In the meantime, however, the anti-foreign section of the Chinamen had communicated with Viceroy Tsen, and made out a very formidable case against Freeman.

They represented to the Viceroy that if the matter was allowed to be settled on consideration of the father of the boy receiving compensation, they would not be answerable for the conduct of the natives, who, they alleged, were hoarding on a state of insurrection.

This news quite agreed with the view the Viceroy desired to take of the affair, for despite his often-expressed friendship for foreigners, Tsen is intensely anti-foreign himself. He immediately forbade the father of the boy to accept compensation, and sent a despatch to the American Consul-General demanding the man's prompt punishment.

Freeman, who had made no attempt to abscond, was sent to Canton, where a preliminary examination was undertaken by the Consul-General.

The evidence adduced at the enquiry pointed conclusively to the fact that the

boy's death was the outcome of an accident, but the Consul-General, to allow the Chinese time to produce any evidence they were desirous of bringing forward, adjourned the enquiry.

The accused was remanded to the custody of the Deputy Marshal, as the American Consul-General has no goal in Canton, but becoming scared by the turn the affair had taken, Freeman cleared out. He is believed to have gone to Hongkong and the American Consul, General Briggs, has been advised of the fact.

The Hongkong Police Force have also been notified, and the American Deputy Marshal has left Canton for Hongkong. Aldrich and the Portuguese woman, to whom the whole trouble is due, have been sent away, Aldrich being deported to America.

When re-arrested, Freeman will be tried before the American Consul-General at Canton.

The local police say that they received a telegram on Saturday night stating that the American had been arrested again in Canton.

## THE V.R.C.

## Results of the Swimming Carnival.

The aquatic season was opened on Saturday afternoon by the Victoria Recreation Club with a highly successful swimming carnival. The ladies of Hongkong were invited by the Club to attend the Carnival and responded to the invitation liberally. Four events were decided, and provided a good afternoon's sport. The Club's premises were decorated with bunting and presented a very pleasing appearance.

The officials were—Handicappers, Messrs T. Meek and J. H. R. Hanco; starters, Messrs K. M. Hazell and T. Meek; Judges, Messrs A. Chapman and A. Rodger; timekeeper, Mr. J. H. R. Hanco. The arrangements for the carnival were in the hands of the Club's hon. secretary, Mr. H. C. Austen, and reflected credit on the management.

## TWO LENGTHS RACE.

The first two in each heat to swim in the final.

Four starters: P. M. Macdonald, G. B. Macdonald, C. Humphreys, R. C. Wittell and N. H. Alves.

(1) R. C. Wittell.

(2) C. Humphreys.

Three starters: J. Cronin, K. Humphreys and A. V. Barros.

(1) K. Humphreys.

(2) A. V. Barros.

HEAT III.

Six starters: T. O. Swaby, S. M. Gidley, J. M. Roza Pereira, J. A. S. Alves, A. J. Ribeiro and J. Wittell.

(1) J. Wittell.

(2) S. M. Gidley.

HEAT IV.

(1) R. C. Wittell.

(2) K. Humphreys.

HEAT V.

The final was a good contest between the two placed men. Humphreys swam very strongly and succeeded in holding the lead until within a few yards of the finish, when Wittell came first with a splendid spurt and touched home first, winning by a very narrow margin.

BOYS' RACE.

Boys' Race 2 lengths (Handicap), 9 to 14 years of age. Two prizes. For Sons or Pupils of Members only.

Musket: A. Alves 1

Musket: A. Alves 2

Musket: A. Alves 3

TEAM RACE.

Four teams started composed as follows:

J. Wittell (capt.)

J. Millar

J. W. Gidley

J. M. Roza Pereira

C. M. S. Alves

R. C. Moore

R. C. Wittell (capt.)

A. J. V. Ribeiro

S. M. Gidley

O. R. Chunnutt

J. B. Macdonald

H. H. Rubie

N. H. Alves (capt.)

O. Humphreys

J. A. S. Alves

R. Henderson

W. T. Andrews

J. Cronin

A. E. Alves (capt.)

A. V. Barros

C. S. Sayer

F. D. Bain

H. C. Austen

P. M. dos Remedios

Result:

J. Wittell's team ... 1

A. E. Alves team ... 2

As soon as a couple of lengths had been covered, it was seen that the contest lay between the first and last teams. The two engines adopted different tactics. Alves sending his best men out to make the pace from the start. This succeeded in doing, but with the result that although the team gained for a while they were overhauled at the more critical stage of the contest, when Wittell, who had been reserving his forces, dispatched his strongest men. The last ground was gradually made up, but Alves' team stayed in the lead until the last lap, when J. Wittell passed his opponent and won with some yards to spare.

WATER POLO.

Blue:—R. C. Wittell (capt.), N. H. Alves, J. H. R. Hanco, F. D. Bain, A. V. Barros, F. K. T. and F. Pereira.

White:—J. Wittell (capt.), G. E. A. Hanco, J. Millar, C. Alves, W. T. Ribeiro, A. E. Alves and A. Leal.

From the throw in the Blues were first up to the ball and a struggle took place for possession. Wittell secured the ball and had a throw in and after some play Millar and Bain both had free throws. J. Wittell secured the first goal, to which no further scores were added up till half time. On the resumption of play Wittell secured two more goals and Alves was also successful, making the result a win for the White team by four to nil.

## ON BOARD THE MONGOLIA.

## The Largest Liner Ever in Hongkong.

At the invitation of Mr. T. D. McKay,

general passenger agent for the San Francisco Overland Route, a representative of the China Mail paid a visit to the Pacific Mail Steamship Company's new steamer Mongolia, whose arrival in the Harbour was reported in Saturday's issue of the China Mail, when a description of the immense liner was also published. As the Company's launch drew up alongside of the Mongolia one could not help being impressed with her immense bulk and whilst climbing the ladder up her side it became even more apparent. Compared with the Mongolia the other large vessels in the harbour look quite small. The Mongolia was close to which she is anchored, being quite dwarfed by comparison. In fact she is the largest merchant ship that has ever entered Hongkong harbour and as such is attracting general attention. Yesterday she was boarded by a large number of visitors, many of whom have already booked a passage by her to the United States.

The Mongolia brought about two hundred passengers to Manila and upwards of fifty to Hongkong, and from present bookings it appears certain that she will be well patronised on the return journey. When she touched at Honolulu it was found that passengers were already booking ahead for her at that port, 120 berths having been taken for the return journey. The passengers who came out by the Mongolia speak very highly of her and declare that she is so steady that sea sickness is unknown on board. One lady who has crossed the Pacific upwards of a dozen times and never once before without being sea sick, expressed herself as being surprised with the Mongolia, and declared that she would do the rest of her travelling on that route by her.

Captain Rinder on being questioned about the voyage said that the Mongolia's maiden trip had been an unqualified success; the engine had not been slowed down at any time while at sea, and the cause whatever, had kept up the scheduled speed of fifteen knots with ease. The cause of the vessel being late this port was the large quantity of heavy cargo that she carried—a railway train consisting of thirty cars, each thirty-five feet long, for the Union Pacific Road in Korea and Japan. The cargo was of various kinds, but the deck cargo, the unloading of which occupied rather longer than was expected. At Kobe also 3700 tons of railway iron and machinery was disembarked. 'Yes,' added the Captain, 'I am more than satisfied with her, and she is as nearly perfect as a passenger steamer can be. She rides smoothly. For instance, we never use cradles for the tables, and it was not even necessary to button the chairs in the cabin down, they never shifted out of their position all the way.'

Everything on board of the Mongolia is of the latest design, several innovations being noticed in the chart room, one of which is an electric appliance, by which the officer on duty has only to press an electric button to sound the whistle, and another which, when set in motion, causes the fire signal to sound automatically every five minutes. All the officers' rooms are connected by telephone so that it is possible for the Captain to speak to any of his officers from his cabin, the chart room, or wherever he may be when he is necessary arises. This has been found to be a great convenience. By a double set of indicators it is possible, when going into port, for the officers stationed at the fore and after part of the ship to let the Captain know just how far they want him to go in either direction. This obviates the usual shouting.

On going to the cabins the visitor cannot help noticing the splendid ventilation scheme that has been perfected throughout the ship, which renders the air at all times pure and cool, the ventilators being so arranged as to cause a continual stream of fresh air to circulate through the ship when she is in motion. Each of the first class cabins is fitted with a bath and a hot and cold water supply, and with all the necessary toilet requisites, as well as a steam heater for use when the vessel is in the cold latitudes. The music room is a work of art and should enable passengers to pass the time on board very pleasantly, while the smoking room is also a most comfortable apartment. The dining room is fitted with dark green oak and is a very handsome and spacious saloon. In the lower regions of the ship are to be found the freezing rooms where the whole of the ship's perishable cargo is stored and kept in the best of condition. A separate freezing chamber is provided for different kinds of cargo.

The decks are very spacious, the saloon promenade deck running one third of the ship's entire length, which is 610 feet. The liner has five complete decks and a registered gross tonnage of 18,830 tons, while her displacement is 23,551 tons. Although her gross tonnage is not very much greater than that of the Korea she can carry a much larger cargo than that ship, the difference being accounted for by the arrangement of her bunkers.

The personnel of the Mongolia includes a number of the best known officers in the Pacific Mail Company's service. Their names together with their rank are:—Captain J. H. Rinder; Chief Officer, J. G. Hitchcock; 2nd Officer, J. M. R. McDowall; and Officer, Mr. C. H. O. Austin; 3rd Officer, E. M. Bent; Chief Engineer, W. Chisholm; First Assistant Engineer, J. P. O'Kane; Purser, E. M. Remnie; Doctor, A. Nelson; and Chief Steward, A. B. Hansen. The crew is composed of 55 Americans, 2 Japanese, and 101 Chinese, making a total of 256.

Amongst the passengers by the Mongolia who sails on Thursday next will be Mr. Tom McKay, who has been paying a short visit to Hongkong, after an absence of about two years. Mr. McKay is general passenger agent for the Pacific Mail Company, the Occidental and Oriental Company, the Kaimosi, Kaimosi, and the Pacific Company, Union Pacific Railroad Company, Chicago and North Western Railway and Atchafalaya Topers and Santa Fe Railway, and is undoubtedly one of the best known men in the Orient. As a passenger agent Mr. McKay's success has been phenomenal, and he has come to be the recognized agent of the Orient for travellers generally throughout America and Asia.

A reception and dance was given on board the Mongolia during her stay at Honolulu of which the Honolulu Advertiser says:—'The reception and dance given on board the Mongolia last night (May 13) was one of the most brilliant social functions of the season, and one for which Mr. P. R. Scherwin, who of the vice-president of the Pacific Mail Company, deserves the credit. Mrs. Scherwin came as a passenger by the Mongolia to remain in Honolulu until the arrival of the Siberian from the Orient, and the result was a very agreeable pleasure party. The dancing was first class, the social introduction of the Mongolia to Honolulu was an entire success. Most of the passengers by the ship were present at the function, while Honolulu's society set was very largely represented.'

## SUPREME COURT.

## IN ORIGINAL JURISDICTION.

(Before His Lordship Sir Wm. Goodnow, Chief Justice.)

Monday, June 13.

## A LITIGANT REPRIMANDED.

His Lordship, on taking his seat in the Supreme Court this morning, said: I am sitting a little earlier than usual this morning in order to allow Mr. Vania to make an application to the Court. Addressing Mr. Vania, who came forward and stood in the witness box, his Lordship said: You have been writing letters to me and annoying me generally in a most improper way; you can now make any application you wish to in the proper way.

Mr. Vania: Well, Your Lordship, I have been charged with contempt of Court.

His Lordship: You are not charged, the summons has been withdrawn, they did not think it worth while to go on with it. You are here to ask me something; state what it is.

Mr. Vania then asked His Lordship to grant him a summons against certain people for embezzlement, and for \$50,000 damages.

His Lordship: I have no power to grant you a summons against anyone for embezzlement. I will now let you know what your exact position is in relation to the Court, so that you will know how to conduct yourself in the future.

If other litigants acted as you have chosen to act, it would be impossible for the administration of Justice in the Colony to be properly carried on. You have written letters to me both at my chambers and at my private house, with reference to matters you have already litigated, or are litigating or desire to litigate. In any case your conduct is highly improper, and I must put a stop to it, unless, indeed, your own sense of what is right and decorous leads you to conduct yourself with propriety in the future. I will point out what has occurred so that you may understand your position. It seems that a person named named Benjamin C. Arjane, whom I understand to have been your uncle, died here about 28th June, 1899. His widow, who was in India, sent a power of Attorney to Mr. Arjane and yourself to enable you jointly and severally to take out administration to her deceased husband's estate for her use and benefit. The Power of Attorney was dated 29th May, 1899.

Mr. Arjane did not use the Power, but you availed yourself of it, and in September, 1899, you obtained letters of Administration. You swore the value of the estate to be \$6,000.00, and alleged the debts to amount to \$25,000; but as only \$10,000 due to persons resident in the Colony (which amounted to \$8,048.43) can be deducted for probate duty, such duty was paid upon the sum of \$2,551.57. You had some difficulty about obtaining a surety, but eventually Swabje Bynajee Bhabha became your surety, on condition that the books and papers connected with the estate were lodged with Mr. Arjane to whom, with yourself, the power of Attorney had been sent; you having all proper access to them for the purpose of winding up the estate, an arrangement to which you assented.

On 22nd March, 1900, you duly filed your account of the estate and of your administration, accompanied by the books and papers to which you declared to be its correctness in the usual form, and one would have supposed the matter was concluded. More than two years elapsed, and then, on May 7th 1902, you brought an action against Mr. Arjane claiming the return of certain books and papers belonging to the estate, or in the alternative, \$5,000, by way of damages.

On 9th July, 1902, the widow revoked her previous power of Attorney to you and Arjane, and gave a fresh one to Burjorjee Norrojee Futakia, who filed a petition for administration. Consideration of the petition was adjourned, pending the hearing of the action I have mentioned. That action was heard on 26 June, 1903, by me. You appeared in person and Mr. Slade appeared for the defendant, Mr. Arjane. It seemed a satisfactory solution that all the books and papers should be sent to the widow in India, so that she could take advice and see whether she was satisfied with what had been done. At the trial, that was the arrangement came to, by consent of both parties, and the following order to which you consented in open Court was made:—'That the books, etc., mentioned in the claim and all books, correspondence, etc., belonging to the estate of the deceased R. C. Vania be handed to the Registrar of the High Court in Bombay for the Registrar of the High Court in Bombay for the widow of the deceased, at the expense of the parties. Each party to pay his own costs.'

The Registrar informs me that Mr. Arjane kept faith by duly bringing into the Registry the books and papers in his possession accompanied by the list thereof, and that they were forwarded to the Registrar of the High Court in Bombay, on 3rd July, 1903, whose acknowledgment reached here on the 18th August, 1903, accompanied by a receipt for the same by the widow.

Now, however, did not keep faith with the Court. Months went by without your sending any of the books and papers in your possession relating to the estate, into the Registry, and it was not until the 4th of May, 1904, that you brought in a box of papers with a list which contained a lot of comments and statements were not required but only the documents and a simple list, and according to you were requested to remove them and return them with a simple list, a draft form of which the Registrar, Mr. 6th, kindly provided you with. The next day you returned to the Registry and informed the Registrar that you declined to give up the books and papers in question. So the widow, for whose use and benefit the grant of Administration was made to you, has never received those books and papers.

On 5th December, 1903, you brought an action against Mr. Arjane and Mr. Bhabha, claiming \$50,000, the value of landed property situate in Shumone, and shares in the Public Corporation of the City of Bombay, and the value of the deceased Vania's and you applied to issue a concurrent writ against Bhabha and asked me for leave to serve it in Bombay. I have no jurisdiction to deal with landed property outside this Colony and apart from that, the Code Section 42, S. 8, (b) says: 'No such leave shall be granted unless it is made sufficient to appear to the Court that the case is a proper one for service out of the jurisdiction.'

I accordingly adjourned your application for further advice at that point and these have never been filed, and on the 21st December, 1903, under your instructions, your solicitors, Messrs Wilkinson and Gellatly, issued the proceedings in that action to bring a fresh action. In such case, Section 316, S. 8, (4) of the Code says the plaintiff shall be precluded from bringing a

fresh action for the same cause of action. In spite of this you, on 26th April, 1904, made a fresh application in Chambers for leave to serve Mr. Bhabha in Bombay with that concurrent writ. Of course leave was refused. Now it seems you think proper to write letters to me and ask to see me and take up my judicial time and that of the Registrar with applications, which I have no jurisdiction to entertain, unless they are brought before me officially in due course and time. I have taken the trouble to thus explain your position to you in order that you may not in future, plead ignorance of it. I much fear that, unless your friends can persuade you to cease this course of conduct, you will eventually have cause to regret your obstinacy.

## To-day's Advertisements

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Hongkong, January 4, 1904. 20-1

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COMIC OPERA AND DRAMATIC  
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25-ARTISTES 25-ARTISTES  
TO-NIGHT! TO-NIGHT!  
(MONDAY), JUNE 13,

Comie Opera,  
LA MASCOUETTE.

TUESDAY, JUNE 14,  
Comie Opera,  
M I K A D O.

In Its Entirety.  
All New Scenery, Costumes, &c.  
WEDNESDAY, JUNE 15,  
Comie Opera,

THE NAUTCH GIRL.  
THURSDAY, 16th June,  
Planchette's Grand Comie Opera (in 3 Acts)

LES CLOCHES DE CORNILLE.  
Miss FANNY STANLEY as Sorpette, Mr.  
White



## Shipping.

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANYWILL dispatch VESSELS to the Undermentioned PORTS on the DATE  
indicated:—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	Benal	About 16th June	Freight and Passage.
LONDON & AMOY	Cornwall	Noon, 18th June	See Special Advertisement.
YAMA, Via SHAI, MOJI & KOBE	Socotra	About 24th June	Freight only.

For further Particulars, apply to

E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, June 13, 1904.

## HAMBURG-AMERIKA LINIE.

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PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.FOR HAVRE, BREMEN AND HAMBURG.  
CALLING AT SINGAPORE, PENANG AND COLOMBO.S.S. *Sevilla*, Capt. Forster, 14th June, 1904. Freight.FOR HAMBURG, DIRECT.  
CALLING AT SINGAPORE, PENANG AND COLOMBO.S.S. *Baltica*, Capt. Thomsen, 28th June, 1904. Freight.FOR HAVRE AND HAMBURG.  
CALLING AT SINGAPORE AND PENANG.S.S. *Nürnberg*, Capt. Forster, 6th July, 1904. Freight.FOR HAVRE AND HAMBURG.  
CALLING AT SINGAPORE, PENANG AND COLOMBO.S.S. *Hertie*, Capt. Forster, 28th July, 1904. Freight.FOR HAVRE AND HAMBURG.  
CALLING AT SINGAPORE, PENANG AND COLOMBO.S.S. *Rudolf*, Capt. Forster, 10th August, 1904. Freight.FOR HAVRE AND HAMBURG.  
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EUROPEAN, NORTH AND SOUTH AMERICAN, WEST  
AFRICAN, JAPAN, AND SUMATRA PORTS.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	KEMUN	25th June.
GLASGOW AND LIVERPOOL	MOYNE	1st July.
GLASGOW AND LIVERPOOL	ONPA	14th July.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & LIVERPOOL	TEKKI	15th June.
LONDON & ANTWERP	AGAMEMNON	21st June.
LONDON & ANTWERP	YANGTSE	5th July.
LONDON & ANTWERP	KINTON	19th July.
GENOA, MARSEILLES & LIVERPOOL	KEMUN	25th July.
LONDON & ANTWERP	MOYNE	2nd Aug.

\* Taking Cargo for Liverpool at London Rates.

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VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via N'KI, KOBE & YOKOHAMA.	ONPA	17th July.

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FOR	STEAMERS	TO SAIL
SHANGHAI	WOOSUNG	14th June.
SHANGHAI	SHAOHONG	15th June.
MANILA	TAMING	16th June.
KOBE	CHINSHU	16th June.
SWATOW, CHEFOO and HIENTSIN	KANSU	20th June.

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AND SOUTH AMERICAN PORTS.STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND  
PASSENGERS and LOOGE.N.B.—CARGO OAKS ARE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Sailing Dates, 1904.
ZIETEN	WEDNESDAY, 22nd June.
SEYDLITZ	WEDNESDAY, 6th July.
ROON	WEDNESDAY, 20th July.
PRINZ REGENT LUITPOLD	WEDNESDAY, 3rd Aug.
PREUSSEN	WEDNESDAY, 17th Aug.
PRINZ HEINRICH	WEDNESDAY, 31st Aug.
GNEISENAU	WEDNESDAY, 14th Sept.
BAYERN	WEDNESDAY, 28th Sept.
SACHSEN	WEDNESDAY, 12th Oct.
ZIETEN	WEDNESDAY, 26th Oct.

ON WEDNESDAY, the 22nd day of June, 1904, at Noon, the Company's Steamship  
ZIETEN, Captain WELSH, with MAILS, PASSENGERS, SPECIE,  
and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.Shipping Orders will be granted till Noon, on Monday, the 21st June, Cargo  
and Specie will be received on Board until 5 p.m., on Tuesday, the 22nd June,  
and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 22nd June.Contents of Packages are required. No Parcel Receipts will be signed for less than  
\$2.50 and Parcels must not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation and carries a Doctor and Stewardesses.  
Linen can be washed on board.For further Particulars, apply to  
Norddeutscher Lloyd  
Melchers & Co., Agents.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY CO.PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captains.	To Sail.
TRENTON	9606	T. W. Garlick	June 28.
LYRA	1417	G. V. Williams	August 4.
SHAWMUT	9606	W. M. Smith	September 1.
TRENTON	9606	T. W. Garlick	October 1.

\* Cargo only.

The largest, staidest, and most comfortable steamers for Manila.  
S.S. TRENTON, 9606 tons, Capt. T. W. Garlick, About 15th June.  
S.S. SHAWMUT, 9606 tons, Capt. W. M. Smith, About 12th August.CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUBINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.The Twin-screw S.S. *Shawmut* and *Trenton* have just been fitted with very superior  
Accommodation for First and Second Class Passengers. The large size of these vessels  
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-  
dry. Cargo carried in cold storage.PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information, Apply toDodwell & Co., Limited,  
GENERAL AGENTS.QUEEN'S BUILDINGS,  
Hongkong, June 10, 1904.

## Shipping.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steam-  
ers between Hongkong and Manila.—Saloon amidships.  
Electric Light—Perfect Cuisine—Surgeon and  
Stewardesses carried.—All the most up-to-date arrange-  
ments for comfort of Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila Direct	June 18, at 10 a.m.
RUBI	2540	R. W. Almond	Manila Direct	June 25, at 10 a.m.
PERLA	1980	A. H. Nottel	—	—

For Freight or Passage, apply to

Shewan, Tomes & Co.,  
General Managers.

Hongkong, June 13, 1904.

COMPAGNIE DES MESSAGERIES  
MARITIMES.PAQUEBOTS-POSTE FRANCAIS.  
FOR SHANGHAI, KOBE AND  
YOKOHAMA.THE Company's Steamship  
YARRA.Captain SELLER, will be despatched for  
the above ports on or about FRIDAY,  
the 17th inst.G. DE CHAMPEAUX,  
Agent.

Hongkong, June 13, 1904.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship  
LOONGSANG.Captain G. S. WIGGALL, will be despatched  
above on WEDNESDAY, the 16th inst.,  
at 4 p.m.This steamer has superior accommodation  
for First-Class Passengers, and is  
fitted throughout with Electric Light and  
carries a Doctor.For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, June 11, 1904.



STEAM FOR

STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT, MEDITER-  
RANEAN PORTS, PLYMOUTH AND  
LONDON.Through Bills of Lading issued for BATA-  
VIA, PERSIAN GULF, CON-  
TINENTAL, AMERICAN AND  
SOUTH AFRICAN PORTS.THE Steamship COCORINDEL, Capt.  
C. M. MONTGOMERY, R.N., carrying His  
Majesty's Mails, will be despatched from  
this Port for BOMBAY, etc., on SATURDAY,  
the 18th June, at Noon, taking Passengers  
and Cargo for the above Ports.Silk and Valuable, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo, and the mail  
steamer proceeding direct to Marseilles and  
London; other cargo for London, etc., will  
be conveyed from Bombay by the R.M.S.  
Egypt due in London on the 1st August.\* Parcels will be received at this Office  
until 4 p.m. the day before sailing. The  
contents and value of all packages are  
required.For further Particulars, apply to  
E. A. HEWITT,  
Superintendent.

Hongkong, June 9, 1904.

AUSTRIAN NAVIGATION  
LLOYD'S STEAM COMPANY.STEAM FOR  
TRIESTE AND TRIESTE Direct, Calling at  
SINGAPORE, PENANG, COLOMBO,  
BOMBAY, ADEN, SUEZ and  
PORT SAID.(Taking cargo at through rates to the  
Red Sea, to SOUTH AFRICA, PERSIAN  
GULF, Red Sea, BLACK SEA, LEVANT,  
VENICE and ADRICATIC PORTS).THE Company's Steamship  
VINDOBONA.Captain CORN, will be despatched as  
above on WEDNESDAY, the 22nd June,  
p.m.For information as to Passage & Freight,  
apply to  
SANDER, WILDER & Co.,  
Agents,  
Prince's Building.

Hongkong, May 27, 1904.

EASTERN & AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at QUEENSLAND PORTS, and taking  
through Cargo to ADELAIDE, NEW  
ZEALAND, TASMANIA, &c.)THE Steamship  
AUSTRALIAN.Captain MCARTHUR, will be despatched for  
the above Ports on SATURDAY, the 2nd  
July, at Noon.This well-known Steamer is specially  
fitted for Passengers, and has a Refrigerat-  
ing Chamber, which ensures the supply of  
Fresh Fruit, Ice, &c., throughout the  
voyage.This Steamer is installed throughout with  
the Electric Light.  
Stewardesses and a duly qualified Sur-  
geon are carried.N.B.—To assure the additional comfort  
of passengers the steamers of the Company  
have electric fans fitted in staterooms.For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, June 11, 1904.

## Shipping.

BRITISH INDIA STEAM NAVIGA-  
TION COMPANY, LIMITED.FOR AMOY, STRAITS AND  
RANGOON.THE Company's Steamship  
PURNIA.Captain F. W. PUGHAM, will be despatched  
as above on TUESDAY, the 14th inst., at  
Daylight.For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, June 11, 1904.

## 'BEN' LINE OF STEAMSHIPS.

FOR MARSEILLES, LONDON AND  
ANTWERP.THE Steamship  
BENMOHR.Captain WELSH, will be despatched as  
above on or about TUESDAY, the 14th  
June, at Noon.For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, June 10, 1904.

REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK.VIA PORTS AND SUEZ CANAL.  
(With Liberty to Call at Philippine Ports)

PROPOSED SAILINGS FROM HONGKONG.

TO SAIL. 1904.

RICHMOND CASTLE. About June 24.

ST. FILLANS. June 30.

LOWTHER CASTLE. July 31.

For Freight and further information,  
Apply toDODWELL & CO., LTD.,  
Agents.

Hongkong, June 6, 1904.

## NOTICES TO CONSIGNEES.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship  
SEYDLITZ.OF THE NORDDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables,  
are being landed and stored at their risk into  
the Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, Ltd.,  
Kowloon, whence delivery may be obtained.  
Optional Cargo will be forwarded unless  
notice to the contrary be given before 10  
a.m., To-day.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods  
remaining undelivered after the 14th inst.  
will be subject to rent.All Broken, Chafed, and Damaged Goods  
are to be left in the Godowns, where they  
will be examined on TUESDAY, the 14th  
inst., at 9.30 a.m.All Claims must reach us before the 14th  
inst., or they will not be recognized.



## 1b

Salmon, -Ma Yu Yu	...	...	...	24	馬友魚
Shark, -Sa Yu	...	...	...	6	沙魚
State, -Po Yu	...	...	...	9	詩魚
Shrimps, -Ha	...	...	...	30	蝦
Snapper, -Lap Yu	...	...	...	14	上魚
Soles, -Tat Sa Yu	...	...	...	15	沙魚
Tench, -Wan Yu	...	...	...	13	鱖魚

Turbot,—Cho How Yu	...	100	...	18	左目魚
Turtles, small, fresh water,—Kerk Yu	...	...	...	60	甲魚
White Belt,—Ngan Yu O	...	...	...	...	鹹魚

Fruits.		果子	
Almonds,—Hung Yan	20	杏仁	
Apples, (California)—Ham San Ping Kho	45	金山平果	

„	(Chafoo)—Tin Chun Ping Khor	—	天	平	平
„	Small,—Hoi Tong ...	...	海	東	...
„	Gustard,—Fan Lai Chi ...	...each-	番	來	...
Bananas, fragrant, Canton,—San Shing			香	城	...
Hong Chiu ...	...	...	香	城	...

Bananas, (brides), Macao—San Heng Ohn	—	山恒
Chestnuts, Chinese,—Foong Lut ... ..	14	鳳
Carambola,—Yeung Tuo ... ..	—	楊
Cocanuts,—Yeh Tsz... ..	each 8	椰子

Lemons, China—Ning Moong	..	...	15
.. America—Kum San Ning Moon...	..	...	8
Lichees, Dried—Lai Chi Con	..	...	15
.. Fresh— ..	..	...	12
Limes (Seeds) — Kai Koo Ning Moon	..	...	7

Limes, (Saigon) - Sai Kung Ning moong...	...	...
Mango, Manila - Lai Sung Mong ...	...each	16
Mango, Saigon - Sai Kung Moong...	... "	5
Man oostens, - Sai Chung Taz ...	dozen	-
Oranges (Canton) - San Shing Tin Chong ...	...	...

Onions,—(Chinese)—Kam Sing and Chang	10	大蔥
„ Small,—Tai Kut ... ..	—	小蔥
Olives,—Pak Lam ... ..	6	大油
Pears,—(American)—Kam San Shut Li	—	大白梨
(Chinese)—Cooking ... ..	—	金山梨

" Canton), cooking,—Sa Li ...	10	沙菜
" (Shanghai),—Sheung Hai Li ...	16	上海菜
Peanuts,—Fa Sang ...	10	花生
Pernimmons Large,—Hung Chie ...	—	紅柿
Pine-apples, 1st quality,—Sheung Poon Ti		

Paw Law	...	...	each	10	本地熟雞
" 2nd cocking—Chung-tang-paw-law	"	"	"	—	中等熟雞
Plantains,—Tai Cheu	"	"	"	2	大熟梨
Plums,—Swatow Hung Lai...	"	"	"	6	紅梨
Pumelo, Siem, China L...	"	"	"	1	

Walnuts, Green,—Chest Ho 180	001	001	99	16	通 合 生
Walnuts,—Hop Two	001	000	000	12	
„ Green,—Sang Hop Two	001	000	000	—	

**Vegetables, &c.**

Artichokes, Shanghai	—Sheung Hai Ah	菜蔬
Chi Cheuk	...	丁治特
Beans (French) Maro	—Oh Moon Din	波羅豆

" (French), Shanghai, —S'heng Hai	
Pin Tau ...	...
" Sprout, —Ah Choi ...	2
" Long, —Tau Kok ...	5

Best Root,—Hung Choi An	...	each	2	紅菜膽
Brinjals, Green,—Ching Yuen Ker	...	—	1	青元茄
" Red,—Hung Ker...	...	co	...	紅茄
Brassica,—Pak Choi...	...	co	...	白菜

Bamboo Shoots.—Chau Shun ... ..	10	竹筴
Cabbage, Chinese, com.—Kai Choy ... ..	3	芥菜
Cabbage Root.—Kai Lan Tan ... ..	each —	芥蘭
Cabbage, (Shanghai).—Yeh Choh ... ..	12	椰菜

ane Shoots, bunch.—Kau Shun ..	„	—	膠爭
auliflower, Large size.—Tai Yek Ohl-fa each	„	—	大椰菜
„ Medium size.—Cheung Yeh Cho -fa	„	—	中椰菜
„ Small size.—Sai Yeh Choi Fa	„	—	細椰菜

peretz.—Kam Shun	...	...	...	5	金麥
elery, Chinese.—Tung Kan Choi	...	...	...	2	磨片
" English.—Young	"	"	"	—	洋片
" White.—Pak	"	"	"	—	白洋片

Phillies Dried.—Con Lat Chin	...	...	24	乾菜
„ Red.—Hung Fa „	...	...	20	紅花
„ Green.—Oing Lat Chiu „	...	...	8	青菜
„ Stuff, English. Ka Lee Chai Lin	...	...	6	麵粉

Cucumber, — Ching Kwa ... ..	2	青瓜
Bitter Squash, — Fu Kwa ... ..	3	苦瓜
Garlic, — Suen Tan ... ..	6	蒜
Ginger, young, — Sun Tsz Kung ... ..	8	薑

old,—Lo Keung ...	4	老力
Korse Radish, S'hol—Lik Kan	20	老力
Indian Corn,—Suk Mai ...	piece 3	老力
...—Yong Sang Chai	1	老力

Sauce—Young Song Chi .....		三王醬
Water Chestnuts,—Ma Tai ... ..	4	馬蹄
" Mandarin,—Kwé Lum Ma Tai, ..	6	桔林馬蹄
Mushrooms, Fresh—Sang Cho Khe ....	60	生草菇
Bacon, Bamber, Young Ching ..	8	生薑

Wilson, Douglas,—Young China	—	3	生
" Green,—Sang Churg	—	3	上
" Shanghai,—Saeung Hai Chung Tau	—	1	本
" Japan,—Yeb Poon	—	1	日
Wardlaw,—Kun Cho	—	1	在

Arum	...	...	...	10	街南蘇
Aradus Pot. — Ho lan Tau...	...	...	...	8	街南蘇
Aradus Pot. — Ching Tau	...	...	...	—	街南蘇
Aradus, Sweet, — fan Shu	...	...	...	2	街南蘇

"	Shanghai,—Sheung Hai Shu Tsai	—	上海	德律風
"	Japan,—Yut Poor Shu Tsai	4	日本	德律風
"	American,—Fa Ki	"	花旗	德律風
"	Foochow,—Fuk Chau an Tsai	5	福州	德律風

"	Macao, —Oh Moon	"	5	澳門月
"	Pumpkin, —Toong Kwa ...	"	5	冬瓜
"	Radish, —Hung Lo Pak Tsai	"	2	紅蘿蔔
"	Thubarb (Fresh) —Tai Wong	"	20	大黃

halots,—Con Chung Tau	...	...	...	6
Spinage, (Chinese)—Paw Chel	...	...	...	—
Spinach,—Yin Chel	...	...	...	3
Tomatoes,—Fan Kw	...	...	...	8

Cucumbers.—Wu Tau	...	...	...	...	3
Turnips, Puntl. (Long).—Low Pak	...	...	...	...	4
" English.—Jeung Low Pak	piece	—	—	—	—
Vegetable Marrow.—Chit Kwa	...	...	...	...	3

Water Cresses, —Nai Xung Choi	4	四青菜
„ Lily root, —Lin Ngan	5	五加皮
„ —Ta Sh	4	大馬

H. A. JOHANSEN.

Shipping Inspector of Maritime

[illegible]



### Vessels Advertised as Loading.

[illegible]

Destination.	Ports.	Agents.	Date of Leaving.
Australian Ports	Australian (a)	Gibb, Livingston & Co.	July 2, at Noon.
Amoy, Straits, Ryoon	Furnee (a)	Jardine, Matheson & Co.	June 14, Daylight.
Australian Ports	Chinatu (a)	Butcherfield & Swire	July 5.
Bremen, &c.	Lyton (a)	Matheson & Co.	June 22.
Bombay, &c.	Seydlitz (a)	Butcherfield & Swire	July 12.
Bombay, &c.	Roon (a)	Matheson & Co.	July 20.
Durban	Cornfield (a)	Gibb, Livingston & Co.	About June 18.

Gencina, Maria L. Poon	Senanai (s).....	Hamburg-Am'ka Ltd June 10.
Havre, Broman H. Bous	Seymour (s).....	Hamburg-Am'ka Ltd June 10.
Hamburg .....	Batavia (s).....	Hamburg-Am'ka Ltd June 28.
Havre & Hamburg ..	Nureberg (s).....	Hamburg-Am'ka Ltd June 6.
Java Ports .....	Tijmahai (s).....	Java-China-Japan Ltd 2nd half of June.
Java Ports .....	Tilpanas (s).....	Java-China-Japan Ltd 1st half of July.
Kobe .....	Ohingto (s).....	Butterfield & Swire .....
London & Antwerp ..	Agamemnon (s).....	Butterfield & Swire .....
London & Antwerp ..	Argos (s).....	Butterfield & Swire .....
London & Antwerp ..	Kruok (s).....	Butterfield & Swire .....
London & Antwerp ..	Coromandel (s).....	P. & O. S. N. Co. ....
Marseilles via Saigon ..	Australan (s).....	Messageries Maritimes ..
Mar. L'don & A'exp ..	Bennhor (s).....	Gibb, Livingston & Co. ....
Manila .....	Tremont (s).....	Dowdell & Co. Limited ..
Manila .....	Zafiro (s).....	Shewan, Tomes & Co. ....
Manila .....	Rubi (s).....	Shewan, Tomes & Co. ....
Manila .....	Thet (s).....	Butterfield & Swire .....
Manila .....	Locusts (s).....	Jardine, Matheson & Co. ....
New York v. Suez Canal	Richmond Castle (s) ..	Dowdell & Co. Limited ..
New York v. Suez Canal	St. Filience (s).....	Dowdell & Co. Limited ..
New York v. Suez Canal	Berea (s).....	Standard Oil Co. ....
Shanghai .....	Bengel (s).....	P. & O. S. N. Co. ....
Shanghai .....	Woomong (s).....	Butterfield & Swire .....
Shanghai .....	Shaoling (s).....	Butterfield & Swire .....
Shanghai and Japan ..	Yarn (s).....	Java-China-Japan Ltd 1st half of July.
Shanghai & Yamaguchi	.....	Messageries Maritimes ..

S'hai, Y'ham & Kobe	Persia (s)	.....	Sander, Wierler & Co.	June 19 a.m.
S'hai and Portland, Or.	Aragonia (s)	.....	Portland & A. S. Co.	June 14.
S'pore, P'ang, Calcutta.	Laisang (s)	.....	Jardine, Matheson & Co.	June 14, at Noon.
S'pore Ol'bo, P'bay &c.	Vindobona (s)	.....	Sander, Wierler & Co.	June 22, p.m.
S'tow, Amoy & Anping	Triton (s)	.....	Osaka Shosen Kaisha.	June 15, at 10 a.m.
S'tow, Amoy & Tamsau	Brithof (s)	.....	Osaka Shosen Kaisha.	June 19, at 10 a.m.
S'tow, Amoy, Poochoo	Triumph (s)	.....	Osaka Shosen Kaisha.	June 22, at 11 a.m.
S'tow, Amoy & Tamsau	M. Siruvo (s)	.....	Osaka Shosen Kaisha	June 26, at 10 a.m.
S'tow, Amoy & Tamsau	Hailong (s)	.....	Douglas Lapraik & Co.	June 14, at 11 a.m.
S'tow, O'foo & T'ain	Kansa (s)	.....	Butterfield & Swire.	June 20.
Victoria, B.C., Tacoma	Tremont (s)	.....	Dodwell & Co., Ltd.	June 23.
Vanouver (B.C.), &c.	Empress of India (s)	.....	Canadian P'fic R. Co.	June 22.
Vanouver (B.C.), &c.	Empress of Japan (s)	.....	Canadian P'fic R. Co.	July 13.
Vanouver (B.C.), &c.	Athenian (s)	.....	Canadian P'fic R. Co.	July 20.
Yma, S'hai, Moji, Kobe	Sootica (s)	.....	F. & O. S. N. Co.	June 12, Daylight.

Hongkong and Shanghai Bank Corp.	40,000	126	all	London, £66
National Bank of China, Limited ..	19,970	10	£	88, sales & buyers
	29,865	10	£	238, sales & buyers
Do. Founders' shares ..	750	1	£	1510, buyers
MARINE INSURANCE.				
Canton Insurance Office Co., Ltd. ....	10,000	250	50	212, sales
China Traders' Insurance Co., Ltd. ....	24,000	83.33	25	£61
North-China Insurance Co., Ltd. ....	10,000	£	15	£, C23, sales
Union Insurance Society, Ltd. ....	10,000	250	100	\$540, buyers
Yangtze Insurance Association, Ltd. ....	4,000	100	80	\$130
FIRE INSURANCE.				
China Fire Insurance Co., Ltd. ....	70,000	10	20	\$87, buyers
Hongkong Fire Insurance Co., Ltd. ....	4,000	25	50	\$310, buyers
DOCKS, ETC.				
H'kong & Whampoa Dock Co. Ltd. ....	50,000	50	all	\$14, sellers
G. O. Fenwick & Co., Limited. ....	4,000	2	2	48
New Amoy Dock Co., Ltd. ....	6,000	10	10	180, sellers
S. C. Farman, Roy, & Co., Ltd. ....	55,700	115	110	115, sellers
STEAMERS, TUGS, ETC.				
China and Malacca S. S. Co., Ltd. ....	30,000	50	50	\$28, sellers
Douglas Steamship Co., Limited ..	20,000	50	all	46, sales
P. K. O. and M. Steamship Co., Ltd. ....	80,000	10	10	37 buyers
Indo-China S. N. Company, Limited ..	10,000	£	10	115, sellers
Star Ferry Company, Ltd. ....	10,000	10	£	223, sellers

Sell Transport & Trading Co., Ltd.	100,000	£	1	1	25/- sellers
do. Preference.	100,000	£	10	10	128.10
Tokai Tug and Lighter Co., Ltd.	200,000	Tls.	50	Tls.	35
Shanghai Tug & Lighter Co., Ltd.	100,000	Tls.	60	Tls.	47, sales
do. Preference.	100,000	Tls.	60	Tls.	45, sellers
WINERIES.					
China Sugar Company, Limited	20,000	£	100	a	2168, buyers
Luxon Sugar Company, Limited.	7,000	£	100	a	89, sellers
Perak Sugar Cultivation Co., Ltd.	7,000	£	50	£	60, sales
WHARVES.					
H.K. & Kow. Wharf & Godown Co.	30,000	£	50	all	2103, sellers
Shanghai and Hongkong Wharf Co.	20,100	Tls.	100	Tls.100	Tls. 150, buyers
LAND AND BUILDING.					
Hongkong Land Investment and Agency Company, Limited	50,000	£	100	100	2157, sellers
Shanghai Land Investment Co., Ltd.	62,000	Tls.	5	Tls.50	Tls. 110, buyers
Kowloon Land and Building Company	6,000	£	5	30	830, buyers
Wei-hei-wei Land & Building Co., Ltd.	3,764	Tls.	25	Tls.25	Tls. 10
100,000	£	10	all	2123, sellers	
Humphreys Estate & Finance Co.	5,000	£	1	24	44, sales
West Point Building Co., Limited	12,500	£	50	50	855, buyers
TRAMWAYS.					
H.K. High-Level Tramways Co., Ltd.	1,350	£	100	all	2250
MINING.					
New Panjom Mining Co., Ltd.	60,000	£	11	11	Nominal
do. Preference share.	30,000	£	1	all	40 cent, buyers
Société Française des Charbonnages du Tonkin.	16,800	Fcs.	250	all	2490
Raub Aust. Gold Mining Co., Ltd.	200,000	£	1	18/10	27, sellers
HOTELS, ETC.					
Hongkong Hotel Company, Ltd.	12,000	£	50	all	2137, sellers
Astor House Hotel Ltd. (Tientsin)	2,000	Tls.50	all	Tls.50	Tls. 150, buyers
Astor House Hotel Co., Ltd. (Shanghai)	30,000	£	25	25	2335, sales
DISPENSARIES.					
A. G. W. Dispensary	60,000	£	10	all	213.50 sellers

Watkins Limited	10,000	\$ 10	\$ 10 87½, buyers
MORTGAGE			
H.K. and China Gas Co., Limited	7,000	£ 10	all £160, buyers
Shanghai Gas Company, Ltd.	8,000	Tls. 50	Tls. 50 Tls. 112½, buyers
Hongkong Electric Co., Limited	80,000	\$ 10	\$ 10 81¼, sellers
New Electric (new issue)	80,000	\$ 10	\$ 5 87½, buyers
BRICK AND CEMENT			
Green Island Cement Co., Ltd.	50,000	\$ 10	\$ 10 82½, sales
MARINE ASSURANCE			
Bell's Asbestos Eastern Agency, Ltd.	8,004	£ 12/6	£ 12/6 85, sellers
United Asbestos Oriental Agency, Limited	10,000 shares	\$ 10	\$ 4 10½, buyers
Hk. Steam Water Boat Co., Ltd.	7,000	Tls. 10	Tls. 10 82½, buyers
Hongkong Dairy Farm Co.	10,000	7½	all £14, buyers
Hongkong Ice Company, Limited	5,000	25	all £22½
Shanghai Waterworks, Ltd.	20,000	£ 20	\$ 20 71½, 330, sales
Shanghai Plying Company, Ltd.	20,000	\$ 5	\$ 5 67½, buyers
Hong Rope Manufacturing Co., Ltd.	10,000	50	all £140, sellers
Hongkong Cotton Spinning Co., Ltd.	120,000	Tls. 10	Tls. 10 81¼, sellers
Rwo Cotton Spinning and Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50 Tls. 30, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75 Tls. 20
Leao-Kun-How Cotton Spinning and Weaving Co.	8,000	Tls. 100	Tls. 100 Tls. 32½
Soy Chea Cotton Spinning Co., Ltd.	2,000	Tls. 500	Tls. 500 Tls. 16, sellers
China Provident Loan Mortgage Co., Ltd.	50,000	\$ 1	\$ 10 82½, sellers

China Borneo Company, Ltd.	60,000	\$	12	\$	12	\$9, sellers
Campbell, Moore & Co., Limited	1,200	\$	10	\$	10	\$7, sellers
Wm. Powell, Ltd.	12,000	\$	14	\$	10	\$9, sellers
Shanghai and Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$	60	\$	50	\$50
The Canton-Hongkong Ice and Cold Storage Company, Limited	70,000	\$	10	\$	10	\$10, Nominal
CIGAR COMPANIES.						
Philippine Co., Ltd.	67,500	\$	10	\$	10	\$9, sellers
Alhambra Limited	300	\$	600	\$	DA	\$200

  

NAME.	Amount	Value.	Interest	Quotation
Chinese Imperial 1886	767,200	250 7/8 % p. annuo	Par.	

**VERNON and SMYTH, Share-Brokers.**

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